

Shipping.

Steamers.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.
FOR BATAVIA, SAMARANG AND SOERABAYA, VIA SAIGON AND SINGAPORE.



The Co.'s Steamship *Deventer*, Capt. Houtzner, will be despatched as above on SATURDAY, the 18th Instant, at Noon.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, December 16, 1886. 2368

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAIWANFOO.



The Co.'s Steamship *Formosa*, Captain Harris, will be despatched for the above Ports on SATURDAY, the 18th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.
Hongkong, December 16, 1886. 2393

FOR SHANGHAI.



The Steamship *Peking*, Capt. HEDERMAN, will be despatched for the above Port on SATURDAY, the 18th Instant, at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.
Hongkong, December 16, 1886. 2392

OCEAN STEAMSHIP COMPANY.



FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship *Glasgow*, Captain HANNAH, will be despatched as above on SATURDAY, the 18th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, December 14, 1886. 2371

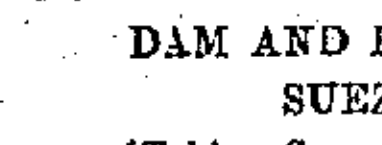
DOUGLAS STEAMSHIP COMPANY, LIMITED.



FOR SWATOW, AMOY & FOCHOW.
The Co.'s Steamship *Thales*, Capt. GORDON, will be despatched for the above Ports on SUNDAY, the 19th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.
Hongkong, December 15, 1886. 2379

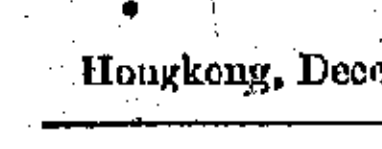
FOR SINGAPORE, HAVRE, AMSTERDAM AND HAMBURG, VIA SUEZ CANAL.



(Taking Cargo at through rates to ANTWERP, ROTTERDAM, LONDON, LIVERPOOL AND BREMEN.)
The Steamship *Niebo*, Capt. FRANK, will be despatched for the above Ports on SUNDAY, the 19th Instant, at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.
Hongkong, December 12, 1886. 2358

OCEAN STEAMSHIP COMPANY.

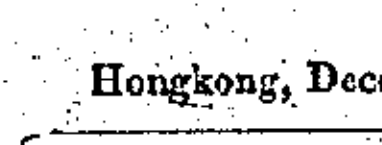


FOR SHANGHAI VIA AMOY.
(Taking Cargo at through rates for NINGPO, CHEFOO, NEW-CHOWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Prism*, Captain BUTLER, will be despatched as above on SUNDAY, the 19th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, December 10, 1886. 2343

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.



FOR MANILA VIA AMOY.
The Co.'s Steamship *Zebron*, Captain TAYLOR, will be despatched for the above Ports on MONDAY, the 20th Instant, at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co., General Managers.
Hongkong, December 15, 1886. 2387

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.



FOR SYDNEY, MELBOURNE AND ADELAIDE.
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to NEW ZEALAND, TASMANIA, &c.)

The Steamship *Oriskany*, Capt. SHANNON, will be despatched for the above Ports on WEDNESDAY, the 22nd Instant, at Noon.

For Freight or Passage, apply to RUSSELL & Co., Agents.
Hongkong, December 9, 1886. 2357

OCEAN STEAMSHIP COMPANY.



FOR SHANGHAI VIA AMOY.
(Taking Cargo at through rates for NINGPO, CHEFOO, NEW-CHOWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

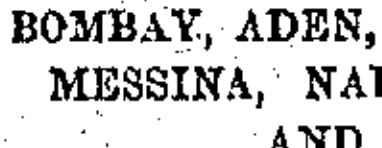
The Co.'s Steamship *Edwards*, Capt. EDWARDS, will be despatched as above on FRIDAY, the 24th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, December 16, 1886. 2390

Shipping.

Steamers.

NAVIGAZIONE GENERALE ITALIANA
(FLORENCE & RUBATINO UNITED COMPANIES.)
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, AND GENOA.

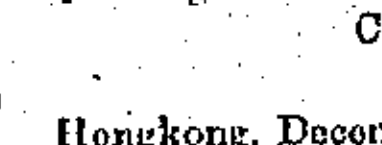


(Taking Cargo at through rates to MADRAS, PERSIAN GULF, BAGDAD, ALL MEDITERRANEAN, AFRICAN, and LEVANTINE PORTS; ALEXANDRIA, GENOA, MARSEILLE, and also to BUENOS AYRES, MONTEVIDEO, VALPARAISO and CALLAO.)
The Co.'s Steamship *D. Baldino*, Capt. G. DOMENGO, will be despatched as above on MONDAY, the 20th Instant.

The Steamer has splendid Accommodation for Passengers and carries a Doctor and Stewards.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.
Hongkong, December 11, 1886. 2356

OCEAN STEAMSHIP COMPANY.



FOR SHANGHAI.
(Taking Cargo at through rates for NINGPO, CHEFOO, NEW-CHOWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Edwards*, Capt. JONES, will be despatched as above on SATURDAY, the 25th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, December 16, 1886. 2391

Sailing Vessels.

FOR SAN FRANCISCO.
The S/S L.I. American Ship *Harvard*, TAYLOR, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co., Agents.
Hongkong, December 4, 1886. 2310

FOR NEW YORK.
The S/S L.I. Amer. Schooner *Harvard*, TAYLOR, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co., Agents.
Hongkong, December 6, 1886. 2321

NOTICES TO CONSIGNEES.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOERABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

The Company's S.S. *Bantam* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Messrs. JARDINE, MATHESON & Co.'s Godown, West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 28th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, December 16, 1886. 2387

STEAMSHIP AMAZONE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per above Steamer are hereby informed that their Goods will be landed at their risk into Messrs. JARDINE, MATHESON & Co.'s Godown, West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 28th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, December 14, 1886. 2363

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ADOLPH, German brig, Captain John Focke. Schellhas & Co.

AIRLIE, British 3-masted schooner, Capt. R. Bright. Master.

CLARE BARVAN, British barque, Capt. Wm. Brown. Chinese.

ELSE, German brig, Capt. E. Schwartz. Chinese.

EVOS, American ship, Capt. J. T. Soule. Master.

FRANK, British barque, Capt. O. O. Young. Gonfres & Co.

HILDA, British schooner, Capt. O. Olin. Captain.

INDEPEND, British barque, Capt. James Hayes. Master.

JOHN O. PORTER, American ship, Capt. R. Curtis. Order.

JOHN TRABER, British ship, Capt. Thos. Ryan. Messageries Maritimes.

SARAH HENNETT, American ship, Capt. A. Morgan. Ed. Schellhas & Co.

STRAITHEIMER, British steamer, Capt. Wm. Hutton. Arnold, Kerberg & Co.

VERTEKA, Spanish barque, Captain R. Zetval. Remedios & Co.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY,

the 20th December, 1886, at Noon, at the MESSAGERIES MARITIMES COMPANY'S Godown, PRINCE CENTRAL.

(For Account of whom it may Concern.)

THE FOLLOWING

All more or less damaged by Sea Water, Ex S.S. *Staphlet*.

FL (in dia), No. 240, 1 Bale FILATURE.

A.B. 297/200 = 2 Bales HEMP.

H.S. 925, 1 Bale WASTE SILK.

H.N. (in dia), 6/7 = 2 Bales WASTE SILK.

Also,

At 2 P.M. at the COMMODITY DEPOT, 275 TONS CARDIFF COAL.

75 TONS PATENT FUEL.

TERMS OF SALE: Cash before delivery in Bank Notes. All Lots, with all faults and errors of description at Purchaser's risk on the fall of the hammer.

A SPRAY LAUNCH will leave Pedder's Wharf at 1.30 p.m.

J. M. ARMSTRONG, Auctioneer.

Hongkong, December 13, 1886. 2361

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

In the Matter of LEUNG LUNE PO, a Bankrupt.

VALUABLE LEASEHOLD PROPERTY, situate in BONHAM STRAND, Victoria, Hongkong.

TO BE SOLD BY PUBLIC AUCTION, on

TUESDAY,

the 21st day of December, 1886, at 3 o'clock p.m., at the Premises, by

Mr. J. M. ARMSTRONG, Auctioneer.

ALL THAT PIECE OR PARCEL OF GROUND, Situate lying and being at Victoria, known and registered in the Land Office as Section D of MARINE LOT No. 1.

Together with the MESSUAGES, ERECTIONS, and BUILDINGS thereon. The Premises are held for the residue of the term of 999 years created by an Indenture of Crown Lease of the whole of Crown Land No. 1, subject to the proportion of Crown Rent and subject also to an Indenture of Mortgage on the whole of Marine Lot No. 1 to secure \$100,000, of which \$11,000 of principal and an interest of Interest and some other Moneys now due from the said Section D having been sold, and a payment made to the Mortgagee of \$89,000.

For Particulars of the Property, and Conditions of Sale, apply to

C. EWENS, Solicitor.

No. 45, Queen's Road; or to J. M. ARMSTRONG, Auctioneer.

Dated 15th December, 1886. 2385

PUBLIC AUCTION.

MR. G. R. LAMBERT has received instructions to Sell by Public Auction, on

THURSDAY,

the 23rd day of December, 1886, at 3 o'clock p.m., at the Premises, by

A VALUABLE LEASEHOLD PROPERTY, Situate in QUEEN'S ROAD CENTRAL, Victoria, Hongkong, being Portion of MARINE LOT No. 2, abutting on the North side thereof on MARINE LOT No. 2C and 2B and measuring thereon 124 feet and 1 inch or thereabouts, on the South side thereof on Queen's Road and measuring thereon 121 feet and 6 inches or thereabouts, on the East side thereof on portions of the said Marine Lot No. 2, and measuring thereon respectively 66 feet and 7 inches and 23 feet or thereabouts, and on the West side thereof on Marine Lot No. 3 and measuring thereon 111 feet or thereabouts, which said Premises contain an area of 13,338 square feet, and are intended to be registered in the LAND OFFICE as SECTION B of MARINE LOT No. 2, and are held for the unexpired residue of a term of 981 years.

The Property will be sold in One Lot subject to all rights of way and to the Annual Payment of \$238.25, the proportion of Crown Rent payable in respect thereof and is sold subject to the present Tenants of the Property remaining at their option until the 31st March, 1887, and the Purchaser will not be able to give them Notice to vacate the Premises before that date.

For Plan and further Particulars of the Property and Conditions of Sale, apply to

WOTTON & DEACON, Solicitors for the Vendor, 35, Queen's Road, Hongkong; or to

G. R. LAMBERT, Auctioneer, Hongkong.

Dated 10th December, 1886. 2349

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

WEDNESDAY,

the 5th January, 1887, on Board, at Noon, (Unless previously Sold by Private Contract).

THE BRITISH STEAMER *PARTIDGE*, of 144 Tons Register, 71 HP, built in 1884, and classed 100 A.1 at Lloyds, as then lies in this Harbour, with all her TACKLE and APPURTENANCES.

For further Particulars, apply to the Captain on Board, or to

G. R. LAMBERT, Auctioneer, Hongkong, December 15, 1886. 2389

Prospectus.

PROSPECTUS OF THE FIRE INSURANCE ASSOCIATION OF HONGKONG, LIMITED.

CAPITAL.....£15,000,000 IN 10,000 SHARES OF £1,500 EACH, PAID-UP CAPITAL £2,500,000.

(It being intended to call up only £1.25 per Share, of which £1.10 is to be paid on application, and £1.15 on allotment.)

PROVISIONAL COMMITTEE: F. D. BUSH, Esq., Messrs. RUSSELL & Co.; J. CHAPMAN, Esq., (Agent, MESSAGERIES MARITIMES); A. J. M. INVERARITY, Esq., (Manager, CHARTERED BANK OF INDIA, &c.); C. JANTZEN, Esq., (Messrs. MCGOWAN & Co.); H. LESTER, Esq., (Sikring Road); H. J. SUCH, Esq., (Messrs. W. HENDERSON & Co.).

BANKERS: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

LOCAL ADVISER: R. E. WAINWRIGHT, Esq.

SECRETARY, PRO TEM: R. W. LITTLE, Esq.

THERE can be no question that the constant growth of Shanghai, and the expansion of its trade, show that there is plenty of room for another local Fire Insurance Company.

The property of the Hongkong and China Fire Insurance Companies, a very large part of whose business is contributed in Shanghai, is a proof of the safety of such an institution as is now contemplated; and the promises of support already rendered justify the belief that the Company will also be successful.

It is not the intention of the promoters to enter into any hostile competition with the existing institutions, as they are satisfied that the field here is sufficiently large, without doing so.

The sum which it is proposed to call up will give ample security to investors. Out of the profits it is proposed, to pay first, interest at the rate of ten per cent. per annum upon the paid-up capital of the Association, and to divide the remainder, less such a sum as the shareholders from time to time decide to set apart towards the formation of a reserve fund, among the contributors of business in proportion to their contributions.

The Association will be registered in Hongkong as a Limited Company, under the Hongkong Ordinances.

Half the capital of the Company has already been subscribed for, and further applications, accompanied by a deposit of ten shillings per share applied for, will be received by the HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong, up to Noon of the 18th December next.

If fewer Shares are allotted than are applied for, the balance of the deposit will be applied towards the payment due on allotment. If no Shares are allotted, the deposit will be returned in full.

Hongkong, December 9, 1886. 2341

THE HONGKONG HOTEL COMPANY, LIMITED.

ISSUE OF \$300,000 Seven Dollars per Cent. MORTGAGE DEBENTURES of \$500 each, to be paid off on the 31st day of December, 1890.

Applications are invited for \$200,000 in 87 per cent. Mortgage Debentures of \$500 each. These Debentures are issued in order to repay the money temporarily borrowed by the Company for the purchase of the property previously mentioned.

The Company are doing a large and increasing business as Hotel Keepers and require an extensive site for the purpose of building a new Hotel of 1000 feet and 100 feet, and accordingly agreed to purchase the block of buildings situate on the Praya, in the occupation of Messrs. Melchers & Co., and registered in the Land Office as the Remaining Portion of Marine Lot No. 7, for the price of \$192,500. The property measures on the North 108 feet 6 inches or thereabouts, on the South 104 feet or thereabouts, on the East 175 feet or thereabouts, and on the West 175 feet or thereabouts, and it is intended to erect without delay on the said premises a new wing for the Hotel at an estimated cost of not less than \$400,000.

The loan will be secured by a first charge on the said property, which, by a lease dated the 31st December, 1881, was demised to Mr. F. W. Reimers for five years from that date at the annual rental of \$10,000, the Lessee paying in addition rates and taxes.

The Debentures will be issued at a premium of \$5 per centum for sums of \$500 each made payable to bearer and carrying interest from the 1st day of January 1887 at the rate of 87 per centum per annum, payable quarterly on the 31st day of March, the 30th day of June, the 30th day of September and the 31st day of December at the Hongkong and Shanghai Banking Corporation, Hongkong, or at any of its branches, at the current rate of exchange upon presentation of the coupons attached to the Debentures. The terms of subscription for these Debentures are as follows:—\$5 on application and the balance on allotment, to be paid into the Hongkong & Shanghai Bank, Hongkong.

Where no allotment is made the deposit will be returned in full without any deduction but without any interest; and where the number of Debentures allotted is less than the number applied for the surplus will be credited in reduction of the amount payable on allotment, and any excess returned.

Form of application for shares may be obtained in London from Messrs. MATHESON & Co., in Shanghai from Messrs. JARDINE, MATHESON & Co., and in Hongkong from the Secretary.

Hongkong, 18th Nov. 1886. 2301

Prospectus.

ABRIDGED PROSPECTUS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY (LIMITED).

INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.

CAPITAL.....\$1,700,000 Divided into 17,000 Shares of \$100 each, payable as follows:—\$25 on application and \$75 on allotment.

Directors: THE HONORABLE J. BELLA-IRVING, THE HONORABLE F. D. SASSOON, THE HONORABLE A. P. MCLEWEN, C. P. CHATER, Esq., W. H. F. DARBY, Esq., M. GROTE, Esq., H. HOPKINS, Esq., E. H. HUNTINGTON, Esq., J. S. MOSES, Esq.

Bankers: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Secretary: ISAAC HUGHES, Esq.

Solicitors: MESSRS. WOTTON & DEACON.

Auditors: MESSRS. G. S. COXON AND T. I. ROSE.

THIS Company has been formed for the purpose of amalgamating and working as one concern the undertaking known as Messrs. JARDINE, MATHESON & Co.'s Wharf and Godown, and the undertaking known as the HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO BOAT COMPANY.

The objects of the Company are more particularly set out in the Memorandum and Articles of Association, copies of which can be seen in London at the offices of Messrs. MATHESON & Co., No. 3 Lombard Street, E.C.; in Shanghai at the offices of Messrs. JARDINE, MATHESON & Co., and in Hongkong at the Company's Office, Pedder Street, Hongkong.

The property known as Messrs. JARDINE, MATHESON & Co.'s Wharf and Godown, consists of portions of Marine Lots Nos. 96, 97, and 98, and a right of water frontage of over 617 feet, and an area of over 100,000 square feet, with the Godowns and buildings thereon, having a gross storage capacity of over 50,000 tons; the wharf measuring on the main front 280' x 50', on the stern 325' x 30', and on the siding 275' x 50', showing a total berthing capacity of 1180 feet; a pair of Shores capable of lifting 25 tons, and rolling stock, including 4035 feet of Deaneville's patent tramway, 35 waggons of all materials.

The property of the HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO BOAT COMPANY consists of Kowloon Marine Lots Nos. 9, 11, 20 and 21, having a Praya frontage of 1620 feet and an area of 414,000 square feet. The Godowns on these lots have a gross storage capacity of 173,200 tons; three Wharves, one measuring 433 feet long and 37 feet 6 inches broad, another measuring 475 feet long and 37 feet 6 inches broad, and the third measuring 601 feet long and 46 feet 6 inches broad;—the latter two wharves at which wharves at the same time

MEMOS. FOR TO-MORROW.

Shipping.
Noon.—*Formosa* leaves for Amoy, &c.
Noon.—*Formosa* leaves for Amoy, &c.
4 p.m.—*Peking* leaves for Shanghai.
Gloucester leaves for London.

Amusements.

Miscellaneous.
Noon.—Local Banks close.
Nominations for Hongkong Derby, 1887, close.
Transfer Books of the Canton Insurance Office, Limited, closed from this date to 31st instant, inclusive.

A. S. WATSON & Co., LIMITED.

HAVE NOW RECEIVED THEIR SEASON'S SUPPLY OF

CHRISTMAS CONFECTIONERY

—AND—
FIRST SHIPMENT

FANCY GOODS—

NEW PERFUMES,
NEW SWEETS,
NEW CHOCOLATES,
CUT GLASS BOTTLES,
GLOVE AND HANDKERCHIEF BOXES,
BASKETS OF CONFECTIONERY,
CRYSTAL FRUIT,
ORANGES,
&c., &c., &c.

A. S. Watson & Co., Limited,

HONGKONG DISPENSARY.
Hongkong, November 24, 1886. 2235

BIRTH.

At Shanghai, on the 12th December, the Wife of J. A. HAWES, of a Son.

DEATHS.

Suddenly, on 7th November, at his residence, Kowloon, LONDON, DONALD MAJOR, M.B., late Surgeon-Major Medical Staff Corps, aged forty-one years.

At Shanghai, on the 11th instant, TON, SANGSTER, of I. M. Customs, aged 65 years.

At Trinity House, Shanghai, on the 10th instant, MORGAN, youngest daughter of the late D. F. C. Rankin, Esq., Milan, Tennessee, U.S.A., aged 25 years, and for seven years a missionary of the Southern Methodist Church at Nan-tsing.

The publication of this issue commenced at 7.50 p.m.

The China Mail.

HONGKONG, FRIDAY, DECEMBER 17, 1886.

TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]

(Via Southern Line.)

SEDITION IN IRELAND.

DILLON ORDERED TO FIND SECURITY.

LONDON, 14th December.

At the Police Court in Dublin the Magistrate has ordered Dillon to find securities for his good behaviour, or, in default, go to prison for six months for inciting to disorder.

[In another column will be found a telegram announcing Dillon's arrest and the charge upon which he has been sentenced.—Ed. "C. M."]

SENTENCE ON THE CAPTAIN OF THE MORANTON.

The following telegram is taken from the N. C. D. News:

Nagasaki, 9th Dec., 12.40 p.m.

Captain Drake has been sentenced to three months' imprisonment.

LOCAL AND GENERAL.

PASSED SUZ CANAL.

OUTWARD BOUND:—*Despente*, Oct. 26; *Pandora*, Nov. 12; *Patricia*, Yangtze; *Peasants*, Nov. 20; *Benjamin*, Berne; *Gloucester*, Dec. 3; *Japan*, Dec. 7; *Carthage*, Dec. 14; *Home*, Dec. 16; *Port Adelaide*, Dec. 19; *Harper*, Dec. 20; *Benvenue*, Dec. 23; *Chingpo*, Dec. 24; *Amoy*, Dec. 25; *Amoy*, Dec. 26; *Amoy*, Dec. 27; *Amoy*, Dec. 28; *Amoy*, Dec. 29; *Amoy*, Dec. 30; *Amoy*, Dec. 31.

The P. M. S. S. Co.'s steamer *City of Sydney*, with the *AMERICAN MAIL* of the 20th ult. on board, was to leave Yokohama on the 16th inst. at daylight, and may be expected here on or about the 21st inst.

The Union Line steamer *Taiwan* left Singapore on the 5th inst. and is now due.

The steamer *Taiwan*, from Calcutta, left Singapore on the 6th inst. and is now due.

The O. S. S. Co.'s steamer *Prima*, from London, left Singapore on the 9th inst. and may be expected here on or about the 17th inst.

The Glen Line steamer *Glenmore*, from London, left Singapore on the 12th inst. and may be expected here on or about the 20th inst.

The O. S. S. Co.'s steamer *Stentor*, from Liverpool, left Singapore on the 15th inst. and may be expected here on or about the 23rd inst.

The O. S. S. Co.'s steamer *Taiwan*, from Liverpool, left Singapore on the 16th inst. and may be expected here on or about the 24th inst.

The delivery of the English Mail was begun at 1.20 this afternoon.

We ought to have noted the fact that the German gunboat *Wolf*, now in Canton, was about to leave in search of the steamer *D. Beldufo* when that steamer arrived here.

The annual distribution of prizes to the scholars attending St. Joseph's College will take place on Wednesday, the 22nd inst., at 3 p.m. H. E. the Acting Governor will preside.

Two traders' junk that was pirated near Swatow some weeks ago was brought into the harbor yesterday in tow of a launch. Two or three dead bodies are said to have been found on board.

Mr. Hurley has taken out an action against the Hongkong Steam Laundry Co. for \$600, a sum which he says is due to him for services rendered during 1886 and accounted for in his work during 1885. The case will be heard on Thursday next.

We have received, from the Agents of the Nord-Deutscher Lloyd (Messrs. Melchers & Co.), a large coloured picture of the steamer *Elbo*, a fine four-masted and double-funnelled craft which belongs to the Nord-Deutscher Lloyd's fleet of steamers. It is an effective and striking bit of artistic work.

From our Shanghai contemporaries we observe that a big seizure of contraband was made on board the O. M. Co.'s steamer *Fushan* on her arrival at that port from Canton on Thursday, the 9th instant. It appears that on Wednesday night, the Superintendent of the French Police received information from the C. M. S. N. Co. that the *Fushan* was coming up from Canton, and the Captain was aware that the sailors had smuggled fire-arms on board, so the Police were requested to arrest the smugglers when the steamer arrived. The native Detectives and foreign constables were accordingly sent to the Wharf and as the *Fushan* arrived the Police went on board and arrested 34 men, who were sailors, firemen, and cooks, as well as making a big seizure. The men were all locked up at the Station and afterwards sent into the city to be dealt with. It is to be hoped (says the *News*) the authorities will make a severe example of them, for when smuggling is detected, owners of vessels suffer, as the Customs find the vessels, while the smugglers get off scot free. The ships' officers do their best to prevent the native crews carrying contraband and dutiable articles, but they cannot always be on watch, consequently it frequently happens that their vigilance is unavailing.

H.M.S. Meriton left Shanghai for Port Hamilton on the 9th instant.

The *Happo* says that General Wu Tachang has been appointed Governor of Kwangtung Province, but he will not be able to take over the reins of office until next year.

Mr. C. M. Ford, H. M.'s Vice Consul, left Shanghai on the 10th instant in the *Nagasaki* for his new post of Acting Consul at Foochow.

H.M.S. *Linnet* arrived at Shanghai from Chienpu on the 12th instant, and reports having experienced snow squalls till within a hundred miles of Shanghai.

The Shanghai Courier of the 10th inst. hears that the Chinese Commissioners at Nagasaki have been recalled and that they are expected to arrive there by the next Japanese mail steamer.

H. E. Signor di Luca, Italian Minister, will leave Italy early in January for Shanghai and China. He will proceed to Bangkok from Singapore in the *Rapido*, and then go on to Shanghai.—N. C. D. News.

This Italian man-of-war *Rapido* arrived at Shanghai on the 12th instant from Kobe. According to the N. C. D. News she has to be in Hongkong on the 20th, and will then proceed north.

The N. C. D. News is given to understand that the authorities at Hankow have let dealers know that it is their intention to impose a new tax of 250 cash per case on Kerosene Oil.

The largest easting which has yet been done in Shanghai took place on the 11th instant at Messrs. Parnham and Co.'s Foundry. The easting was that of a propeller for the s.s. *Endeavour*, and weighed 7 tons. The easting was under the management of Mr. Oswald.

Says the N. C. D. News:—Some time ago there was an outcry in Hongkong about foreign bank notes being in circulation in the Colony. We learn that some of these notes have found their way to Shanghai. Taken one by one a person would easily discover the fraud, but if collected in a pile of not a few they might pass detection. The Police have obtained possession of a couple of the spurious articles.

The numerous friends of Mr. E. T. Smithers, late U.S. Consul-General at Shanghai, says the N. C. D. News, will be glad to see that he has just been appointed U.S. Consul at Tientsin, but an equally large number of residents will regret the appointment, if it means that China is to lose the genial presence of Mr. Bromley, who is now Consul for the U.S. on the Pailou.

Six Gunners' Instructors have been sent to the Chinese Government by the British Admiralty, and they will be placed on board some of the vessels of the Pei-yang fleet, one in each of the three largest ships, and the others in a training ship for a time. Their engagements are for three years, with the option of renewal if their services are required. The Pei-yang fleet will remain at Shanghai for a month or six weeks.—N. C. D. News.

The *Hapoo* of the 10th instant says that the rebels at Kienchow (Hainan) have been vanquished by General Hung Tze-shan, and they have retreated into the mountains, but there is much sickness in the camp, and General Hung has petitioned the Viceroy Chang Chi-tung to send over some doctors to attend to the sick. About a dozen of these medicines have already been shipped to Hainan, and the salary of each is only ten taels per month.

The Canton Correspondent of the N. C. D. News writes on the 4th instant says:—Money is urgently needed and money must be obtained in some way, so as to satisfy the demands of the Service. This has been decided by the Government. Officials to saddle the already burdened Kerosene oil with an extra duty of sixty cents, that is a little over sixty Mexican cents, and that will make the whole duty on Kerosene oil, about 85 per cent. Two tin, and will give the Government an increase of revenue, it is calculated, of 1,200,000 per annum. It remains to be seen whether the United States Government will allow the extra tax on Kerosene to be levied without protesting against it, as this extra duty is likely to give any further expansion of trade in this line.

The L. & C. Express of 15th Nov. has the following:—

We are officially informed that there is no truth in the rumour that Sir George Bowen has resigned the post of Governor of Hongkong, although a rumour has already assigned the post to Sir William Dyke, who was formerly chief whip to the Conservative Party, and afterwards chief secretary to the Lord Lieutenant of Ireland, but who was not included in the present Administration. It is announced from London that the

outgoing Governor of Macao leaves today prepared in the hands of his successor the bases of a treaty between China and Portugal, by which the former will recognize Macao as Portuguese territory, will abolish all custom-houses, and exact no duty on merchandise imported into Macao. China will also cede to Portugal a portion of the island of Lapa.

It is, we believe, an error to suppose that all negotiations and relations between China and the Yunnan have ceased. They have been, or are about to be, resumed, but in a different direction, and the scene on this occasion will probably be Peking and London rather than Rome.

The N. C. D. News has received the following from a gentleman whose knowledge of affairs in these parts is recent years, it says, confirms his statements to all credit. He notifies the rumours which we have heard for some time of the worthlessness of Port Hamilton as a place of arms. A telegram which was published on Saturday announcing that England has arranged to cede Port Hamilton to China, records one of the most astounding pieces of coyness that politicians have ever committed. There has never to this day been the smallest consideration paid by Great Britain to either Corea or China for Port Hamilton. It was seized originally under telegraphic instructions from home by the British squadron here as a menace to Korea. Soon after it was seized, Mr. von Molleroff visited it in a Chinese junkboat to ask an explanation on the part of Great Britain to which he had to go away unsatisfied. Subsequently, the British Government offered Corea a rent for it, which was indignantly refused; but Corea's written protest against the seizure has to this day never been even acknowledged. Now that we find that it is to be given to us, like Fort Luzzatto, it could only be made safe against attack at an enormous expense in men and money, we have been looking about for a way of getting out of it gracefully, and the plan adopted is to hand it over to China, when we have recognized, by giving it to her, that it belongs to her. China has meanwhile been told by her most trusted naval adviser that as a place of arms it is not worth having.

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and the Scotch. Many would like to see the race rowed over again, and efforts are being made to have it rowed on Monday. It is to be hoped they will be successful, for as the matter stands at present it is very unsatisfactory. After the English broke down, the Scotch and Germans continued the race, and though the Germans heroically struggled to overtake the Scotch, and were within a length and a half of them when the race finished, it was evident that the Scotch won without much exertion. This is the fourth successive win for the Scotch, and the second time Glas has stroked the winning crew. The race for the Ladies' Buns was also quite just when the exciting time arrived. All four boats kept well together until nearing the half-mile post. Then Lawrie and Master left the pack, followed closely by Glas and Friedrichs, between whom the race was supposed to lie. The interest in the event then began to quicken, but a short distance further on, and when only about a length separated the boats, Thompson's rowlock broke, and the race was practically over, Lawrie and Master coming in lengths ahead with the greatest of ease. The longest race of the day, that for the Members' Cup, was also undoubtedly the most exciting, and was carried off by the team crew with one exception (Kennedy being substituted for Bramwell) as won the long race yesterday. Though the water was a little lumpy and the wind, however, was blowing from the east, the conditions were not so bad as to be inconvenient or unpleasant.

The Yachts and Sailing races had the finest of weather.

To-morrow the more important events are the Professional, Garrison and American Cup.

The following is a detailed description of today's events:—

FRIDAY, 17th December, 1886.

1st RACE.—12.30 p.m.—For Glas pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5.

Royal Artillery. The Gunner. The Sapper. The Miner.

A very good start was made. No. 3, the *Janet*, at once came to the front, closely followed by the *Sapper*, while the *Royal Artillery*'s boat the *Gunner* fell somewhat behind. This relative position they kept till the end of the race, the *Janet*, however, crossing the lead till, when the gun was fired, she was four or five lengths in front. The second boat was the *Sapper*, which left the other, the *Gunner*, a considerable distance in the rear. Time 8 minutes.

2nd RACE.—1 p.m.—INTERNATIONAL RACE.

CHALLENGE CUP.—For Four Oars. Distance, One Mile. This Cup to be won two consecutive years before being finally held. Won last year by the Scotch. Distance, One Mile. Entrance, \$10.

(SCOTCH.)
Thistle.
Station No. 1.—White with Thistle.
Bow, C. E. Lawrie. 10st. 8lbs.
No. 2, R. Goodall. 10st. 8lbs.
No. 3, G. O. Master. 11st. 8lbs.
Stroke, Major Ellis. 11st. 9lbs.
Cox, G. A. Caldwell. 8st. 11lbs.

(GERMAN.)
Korblume.
Station No. 2.—German Flag.
Bow, A. Tinsman. 11st. 8lbs.
No. 2, T. Lummet. 11st. 8lbs.
No. 3, G. W. Lohmann. 11st. 8lbs.
Stroke, E. Friedrichs. 13st. 2lbs.
Cox, J. Wallace. 8st. 8lbs.

(ENGLISH.)
Rose.
Station No. 3.—White and Red Sash.
Bow, C. E. Lawrie. 10st. 8lbs.
No. 2, H. E. Hayler. 11st. 8lbs.
No. 3, G. O. Master. 10st. 12lbs.
Stroke, Major Ellis. 12st. 4lbs.
Cox, W. Stopani. 5st. 4lbs.

Up to the last two or three days, a Scotch crew had been decidedly in favour, and neither the English nor German were much in evidence. In fact, it was only when the German crew would be entered at all, so little confidence in their own powers was felt both by the crew themselves and by their backers. However, yesterday's race, in which Friedrichs proved himself one of the first-class strokes, raised his expectations and the crew was entered at the last moment. This morning, too, there were grave doubts as to the reliability of the Scotch crew, a change of stroke having been decided on at the last moment. It was proposed that Goodall should take Glas's position and that other Stewart should take the lead till, but this was rejected by Goodall. Ultimately, however, after much discussion, it was decided to leave the crew as it was first constituted, and the result showed that this decision was fully justified. When the race started, the betting was largely in favour of the Scotch, but there were also numerous supporters of the English. The race itself was robbed of all excitement by an unfortunate mishap to the English crew, which, for the past three years, has been handicapped by mishap. The boats were sent off at the same time, but the English crew, having the best of the positions, being on the inside, where the water was least choppy, and the force of the wind was weaker. A few strokes from home, the English boat, through its coxswain trying to get further inside, fouled the German boat, and the result was that the English crew, who were supposed to be the favourites, were completely out of the race, the fault causing both the English and German boats to fall a short way behind the Scotch boat. Both boats, however, soon recovered their position, and for the first half mile, the German and English boats were kept close together, but the English boat was a length behind. As the half mile post was passed, the English boat commenced to crawl on the Scotch boat, and when the mark was passed, it was only a little more than half a length behind. Just after this, however, the English boat, in an effort to get the lead, made a sudden lunge, and the result was that the English boat, which was supposed to be the favourites, were completely out of the race, the fault causing both the English and German boats to fall a short way behind the Scotch boat. Both boats, however, soon recovered their position, and for the first half mile, the German and English boats were kept close together, but the English boat was a length behind. As the half mile post was passed, the English boat commenced to crawl on the Scotch boat, and when the mark was passed, it was only a little more than half a length behind. Just after this, however, the English boat, in an effort to get the lead, made a sudden lunge, and the result was that the English boat, which was supposed to be the favourites, were completely out of the race, the fault causing both the English and German boats to fall a short way behind the Scotch boat. Both boats, however, soon recovered their position, and for the first half mile, the German and English boats were kept close together, but the English boat was a length behind. As the half mile post was passed, the English boat commenced to crawl on the Scotch boat, and when the mark was passed, it was only

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WINTER TIME TABLE.

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STRAIGHT LAUNCH

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WEEK DAYS.	SUNDAYS.
Leave K'loon. Leave H.K. Leave K'loon. Leave H.K.	Leave K'loon. Leave H.K. Leave K'loon. Leave H.K.
6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.	6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.
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* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

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D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

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Hongkong, December 2, 1886. 2295

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Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

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Hongkong, June 9, 1885. 957

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH

MORNING STAR

RUNS DAILY as a FERRY BOAT between Pedder's Wharf and Tsim-tai-tai at the following hours:—This Time Table will take effect from the 21st October, 1886.

WEEK DAYS.	SUNDAYS.
6.00 A.M. 7.00 A.M. 8.00 A.M. 9.00 A.M. 10.00 A.M. 11.00 A.M. 12.00 P.M. 1.00 P.M. 2.00 P.M. 3.00 P.M. 4.00 P.M. 5.00 P.M. 6.00 P.M. 7.00 P.M.	6.00 A.M. 7.00 A.M. 8.00 A.M. 9.00 A.M. 10.00 A.M. 11.00 A.M. 12.00 P.M. 1.00 P.M. 2.00 P.M. 3.00 P.M. 4.00 P.M. 5.00 P.M. 6.00 P.M. 7.00 P.M.

* There will be no Launch on Monday and Friday, on account of coaling.
The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, this notice will be given of any stoppage.

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The Kolo 考 Secret Society.

A French Military Sinologue.

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Giles' Remains of Lao Tsz.

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Final Consensus in Chinese.

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Collectanea Bibliographica.

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Hongkong, November 26, 1886.

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D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

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G. D. HARMAN,
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